Table ES-2
Anticipated Impacts and Proposed Mitigation Measures

Resource Category	Anticipated Impact	Proposed Mitigation Measure	Anticipated Significance After Mitigation
Terrestrial and Freshwater Biology			
TER-1	**Construction/Short Term Impact.** Grading and excavation will occur at the HDD staging and tie-in locations onshore. These activities will occur in an already disturbed industrial area and will not directly impact biological resources. These activities could, however, potentially affect wildlife residing in or moving through the area.	a) The Applicant will develop a draft Biological Resources Mitigation Implementation and Monitoring Plan (BRMIMP) in advance of any Project related ground disturbance activities. The BRMIMP will be developed in consultation with resource agencies. The BRMIMP will include, but not be restricted to, species impact avoidance measures, an approved habitat compensation strategy, environmental compliance reporting requirements, pre-activity survey methods, a Worker Environmental Awareness Program, and post-construction clean-up and reclamation plans.	Less than significant
Marine Biology			
MAR-1	**Construction and Operation/Short and Long Term Impact.** A Project vessel could potentially strike a marine mammal or turtle.	Timing of offshore construction activities will be limited to avoid gray whale migrations, although gray whales are more likely to be near shore in the Project area during northerly migration, they may be found inshore during the southerly migration. In addition, a trained marine mammal observer will be employed on each vessel.	Less than significant

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Resource Category	Anticipated Impact	Proposed Mitigation Measure	Anticipated Significance After Mitigation
Noise			
NOI-1	**Construction/Short Term Impact.** HDD is anticipated to generate noise levels less than or equal to 70 decibels, and would occur 24 hours per day until completed. The equipment would consist of drilling rig, electric mud pumps, portable generators, mud mixing and cleaning equipment, mobile cranes, forklifts, loaders, trucks and portable light sets. The final equipment selection, however, may require additional measures to ensure that noise levels are below 70 decibels.	In order to ensure that noise levels from HDD are below 70 decibels, the Applicant will consider all of the following measures: 1. Provide total enclosure of the drilling rig power unit; 2. Partially enclose or provide noise barriers around other parts of the drilling rig; 3. Partially or totally enclose the mud pumps and associated engines; 4. Totally enclose the generator sets or use acoustically packaged generator sets; 5. Partially enclose or provide noise barriers around mud mixing and cleaning equipment; 6. Provide engine compartment treatments for mobile cranes and boom trucks; 7. Modify backup alarms on mobile equipment; 8. Orient loading bins to minimize noise impacts on adjacent areas; 9. Restrict use of mobile equipment during nighttime hours; 10. Totally enclose the engines for the light sets; 11. Place hay bales onsite as a temporary noise barrier; and 12. Upgrade the silencers on all engines where possible. The selection of measures will be based on the actual noise-emitting characteristics of the specific equipment. Implementation of these noise mitigation controls, as needed, will reduce the drilling operation noise impacts to 70 decibels or below.	Less than significant

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Anticipated Impacts and Proposed Mitigation Measures

Resource Category	Anticipated Impact	Proposed Mitigation Measure	Anticipated Significance After Mitigation
Socioeconomic			
SOC-1	**Construction and Operation/Short and Long Term Impact.** Supply boats servicing the FSRU from Port Huemene cross nearshore set gear fishing areas such as Hueneme Flats, and could damage fishing gear. Up to twenty trawlers may fish in the Project vicinity. If support vessels hit fishing gear, the gear can be damaged or lost. With the increase in number of supply boat trips during construction, the likelihood of supply boats impacting commercial fishing gear would increase. Additionally, the supply boats would serve the FSRU for a longer period of time during its operations.	To reduce conflict between support vessel traffic and the commercial fishing industry, a vessel Traffic Corridor Program was developed by the Joint Oil/Fisheries Committee of South Central California in August 1984. The vessel traffic corridors are about 1,500 feet wide, and use of them is voluntary. However, use of these corridors would mitigate the impacts of damage to commercial fishing gear. Additionally, the Joint Oil/Fisheries liaison Office provides an inter-industry communications link and dispute resolution/mediation process between the offshore oil and gas industry and the commercial fishing industry in the Santa Barbara Channel. This organization could mitigate disputes over mitigating impacts to damaged fishing gear, if necessary. Impacts to commercial fishing would still be considered adverse, but less than significant.	Less than significant
Aesthetic and Visual Resources			
AES-1	**Operation/Long-Term Impact.** The FSRU will not be visible from beaches or highways, although it could be visible on clear days to viewers at relatively high elevation. The addition of a manmade feature in the otherwise unobstructed viewshed would result in an adverse visual impact to a small proportion of viewers with high visual sensitivity. This group will most likely include some residents living in foothill locations and some recreationists. Additionally, for some visually sensitive viewers the FSRU will substantially degrade the existing visual character or quality of the site and its surroundings.	The FSRU is ship-shaped, helping to minimize the adverse visual impact. The hull will be painted dark blue, and the tanks light blue, in order to better blend in with ambient colors. The distance from the FSRU to most shore viewing points is great, and the vessel will not be visible from most viewing locations and on most days.	Less than significant